

VALKYRIE SAFE IN PORT.

(Continued from First Page)

they signalled a steamer bound east, but received no answer.

The wind shifted to north-north-west and moderated, and there was fair weather until the 16th, when the yacht was close-reefed again. That was the day the Spain sighted her.

The yacht had not much food left on board, but she had plenty of water.

She will be docked as soon as possible.

VALKYRIE'S MANY RACES.

Where the Challenger Was Tuned Up to Meet Vigilant.

Lord Dunraven's crack cutter Valkyrie was designed by Mr. George L. Watson, who also designed the Prince of Wales' Britannia, and was built on the Clyde by the Mearns, Henderson, she was launched May 1.

Valkyrie is a keen-slop of the most approved English type. She measures 800 feet on the water line, 120 feet over all, 2600 feet beam, 16 feet draught, up to 160 tons displacement, and in the racing course, 1000 tons. Her top speed is 15 miles per hour, and she has a sail spread of about 10,000 square feet.

In her races on the other side before she left for New York Valkyrie never carried more than 9,000 square feet of sail, but her new outfit will make her sail 10,000 square feet, which is about twenty-five tons less.

The two tugs had a lively scrap, but Valkyrie was a little nearer at the start, and therefore first.

Lord Dunraven's yacht seems to have a strong ability for sailing along the track of vessels without being seen. Neither the steamship Trave nor Columbia, which sailed from this morning, saw anything of Valkyrie.

The tugs and private yachts that were on the lookout for her saw her only when she was well past them.

More surprise was expressed by steam boat men, yachtsmen and others who saw the yacht towed up in the early morning, than by the tugs, who had been hailing, hanging in the facts apparently unharmed. After the heavy weather that they knew she must have been in, they were surprised to see her safe, dry and seaworthy. Some idea of the hurricane through which she passed can, perhaps, be gathered when the captain says that the same had blown over the quarter, and she had to turn the boat end over end and smashed the bins made.

The yacht has plenty of room below for the members of the crew, who sleep in cots made of iron pipe and fitted with mattresses like Vigilant's. Her master, who sleeps in the cabin, has a large room allotted to the other guests and captain are very roomy and comfortable.

The sailors are strong, hearty-looking Britches, none the worse for their experience, and all confident that their boat will win the race.

"I have seen a great many fast yachts, but she is quick in stays, and in fact in all her work. Vigilant in my opinion will have no heavy job to defeat."

Valkyrie was designed by George L. Watson for the Earl of Dunraven, and was built by Messrs. Mearns, Henderson, on the Clyde. She has won in several races before she left for New York, and won nearly all of them. She is kept very pruned, and is now in Britannia third.

The principal dimensions of Valkyrie and Vigilant—the yacht that is to defend the America's Cup—are:

L. O. A. 36 W. L. Beam 14 ft. 6 in. Draft 6 ft. 6 in. Weight 2000 tons. Vigilant. L. O. A. 33 W. L. Beam 12 ft. 6 in. Draft 5 ft. 6 in. Weight 1800 tons.

Vigilant was designed and built by

CAPT. CRANFIELD
(Master of the Valkyrie.)

From Aug. 24, when she passed between Soddy and Land's End until Sept. 1, she had light easterly winds. On Sept. 2 and 3 there were squalls from the westward and confused seas, with falling barometer, and on Sept. 4 they had to take the main boom off the topsail and put it in the crutch. On Sept. 5 she was under close-reefed tows in a northwesterly gale, and the next day it moderated a little, only to come out harder again on Sept. 7 from S. W., when she was close-reefed again. On the 9th there were four hours of dense fog and a moderate breeze.

It was at 8 P. M., Sept. 10, that a hurricane struck Valkyrie. Under a close-reefed trysail she behaved wonderfully well in the mountainous sea which soon began to break over her. They set her "head reach" under the trysail. She shipped some very heavy seas about midnight, carrying away the stanchions and bending the tiller. None of the crew was hurt at this time. The barometer was down to 29.70.

The hurricane, which had been seen from the night previous to north-north-east, and blew harder than ever. With a report like that of a cannon the storm-was blown clean out of the sea ropes.

The gale abated a little towards noon of Sept. 11, but the sea remained very high. The crew fixed the tiller, and found that the gaff had unshipped at the jaws in the blow.

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